

Intimations.

DAKIN BROS. OF CHINA.
LIMITED,
DISPENSING CHEMISTS, &c.
CHEMISTS AND AERATED WATER
MANUFACTURERS.

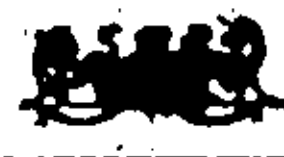
A REFRESHING WHOLESOME DRINK.

DAKIN'S
LEMON SQUASH.
A VERITABLE LEMON SQUASH
AERATED, COOLING, THIRST
QUENCHING.

PER DOZEN 50 CENTS.

(Telephone No. 60.)

No. 22 & 24, QUEEN'S ROAD CENTRAL,
Hongkong, 4th May, 1891. [37]



BY APPOINTMENT.

A. S. WATSON & CO., LD.
(ESTABLISHED A.D. 1841.)
HONGKONG.

WE invite attention to the following old
branded Brandy, all of which are of ex-
cellent quality and good value for the money.
The same being specially selected by our
London House, and bought direct from the most
noted Shippers, are imported in wood and bottled
by ourselves, thus enabling us to supply the
best growths at moderate prices.
In ordering it is only necessary to state
the name and quantity of Wine or Spirit wanted,
and initial letter for quality desired.
Orders through Local Post or by Telegram
receive prompt attention.

PORTS. (For Invalids and general use.)

	Per Dozen	Per Case
A Alto Douro, good quality, Green Capsule.....	10	1.00
B Vintage, Superior quality, Red Capsule.....	12	1.10
C Fine Old Vintage, superior quality, Black Seal Capsule.....	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capsule.....	18	1.50
SHERRIES.		
A Delicate Pale, Dry, dinner wine, Green Capsule.....	6	0.60
B Superior Pale, Dry, dinner wine, Green Seal Capsule.....	7.50	0.75
C Manzanilla, Pale Natural Sherry, White Capsule.....	10	1.00
CC Superior Old Dry, Pale Natural Sherry, Red Seal Capsule.....	10	1.00
D Very Superior Old Pale Dry, choice old wine, White Seal Capsule.....	14	1.50
E Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled).....	14	1.50
	Per Case	Per Dozen

A Superior Breakfast Claret, Red Capsule.....	4	0.50
B St. Estephe, Red Capsule.....	4.50	5.00
C St. Julien.....	7	7.50
D La Rose.....	11	12.00
	Per Case	Per Dozen

A Hennessy's Old Pale, Red Capsule.....	12	0.10
B Superior Very Old Cognac, Red Capsule.....	14	1.25
C Very Old Liqueur Cognac, Red Capsule.....	18	1.50
D Hennessy's Finest Very Old Liqueur Cognac, 1874 Vin- tage, Red Capsule.....	24	2.00

A Scotch Whisky, White Cap- sule.....	8	0.75
B Watson's Glenorchy Mellow Blend, Blue Capsule with Name and Trade Mark.....	8	0.75
C Watson's Abolour-Glenlivet, Red Capsule, with Name and Trade Mark.....	8	0.75
D Watson's H. K. D Blend of the Finest Scotch Malt Whiskies, Violet Capsule.....	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule.....	12	1.10

A John Jameson's Old, Green Capsule.....	8	0.75
B John Jameson's Fine Old, Green Capsule.....	10	1.00
C John Jameson's Very Fine Old, Green Capsule.....	12	1.10
GEORGE BOURBON WHISKY, Embossed, Red Capsule, with Name.....	10	1.00

A Fine Old Tawny, White Capsule.....	4.50	0.40
B Fine Unsweetened, White Capsule.....	4.50	0.40
C Fine A. V. H. Cognac.....	5.25	0.50

Finest Old Jamaica, Violet Capsule.....	12	1.00
Good Lowland Island.....	12.50	per Gallon.

Benedictine	Maraschino
Curaçao	Herrling's Cherry Cordial
Chartreuse	Dr. Slegert's Angostura
	Bitters, &c.

The Hongkong Telegraph.
HONGKONG, MONDAY, MAY 4, 1891.

MR. KESWICK'S RECAPITULATION.

At the conclusion of his very amusing and
not altogether uninteresting school-room
lecture to the specially invited unofficial
members of the Legislative Council on
April 27th, Sir WILLIAM DES VŒUX wound
up with this pregnant and prophetic
remark:

"But it is scarcely necessary to tell you that
when you feel, as you must now do, that your
position is a wrong one, it shows the highest

moral courage not to hold to it but to withdraw
it."

This very palpable bait, a sprat to catch
a mackerel, has succeeded in seducing
from his allegiance to the public interests
he is supposed to represent, the Hon.
JAMES JOHNSTON KESWICK, unofficial
member, by nomination of the Governor, for
JARDINE, MATHESON & Co. No exception
can be taken to the proposition laid down by
his Excellency in the words above quoted;
on the contrary the course he suggests for
men who have done wrong is the only
honourable course available. The man who
frankly admits he is in the wrong shows
far more courage than he who braves out
a false position. And if we could by any
show of reason or argument be induced
to believe that Mr. Keswick had been
legitimately convinced of the error of his
ways, we would be the first to applaud that
gentleman for so pluckily admitting his
fault and facing the necessarily unpleasant
consequences in true manly fashion; but
we regret to say, after a most careful and
impartial study of the whole circumstances
of what, after all, is a most trivial differ-
ence for grown-up men to quarrel about, that
we can discover not the slightest excuse or
extenuation for the honourable gentleman's
most extraordinary, but not surprising so
far as we are concerned, volte-face. Mr.
Keswick's explanation for the course
he has taken in deserting his unofficial
colleagues will be found in a letter
published in another part of this issue;
but in our opinion it falls very far short of
a sufficient defence for the line of conduct
as a public representative the honourable
gentleman has thought fit to pursue. A
few weeks ago Mr. Keswick was referred
to in these columns as a member "who
only represented himself in the Legislative
Council and did that badly—a feeble man
of 'ifs' and 'buts,' who was very much out
of place where the affairs of a great
community like Hongkong are vitally
concerned." These utterances have proved
truly prophetic, and the member for
JARDINE has placed himself in such an
invidious and untenable position as regards
the community, that we can only see one
alternative—immediate resignation of a
position in which he no longer represents
the views of his constituents. No doubt
Mr. Keswick will consult his own dignity
in whatever course he may deem fit to
adopt, but constitutional practice and
precedents are so strong in such a case as
this, that it is difficult to see any just or
reasonable grounds on which he can
conscientiously pretend to further represent
the Hongkong public in the local
legislature. And that Mr. Keswick,
albeit his most puzzling inconsistency, is
essentially a man of conscience his letter
to the Governor convincingly proves.

Now on the broad question of the letter
sent by the unofficial members to the
Governor on April 24th, to which his
Excellency has taken such grave exception
and which is alleged to have created all
the recent personal bickering and caused
the existing constitutional crisis—what
does it all amount to? We have most
carefully analysed that letter, studied it
almost word by word, but have quite
failed to discover anything whatever to
justify the Governor's charge that it
contained "unworthy imputations and
disrespect" against himself. There are,
so far as our search and impartial analysis
can discover, no unworthy imputations
of any kind whatsoever levelled at his
Excellency; there are undoubtedly some
very plain terms made use of which
may or may not be warranted as
arguments on public policy, but which are
nevertheless perfectly justified as the free
and independent views of the unofficial
members of the Legislative Council on
matters in which they have a paramount
interest. Mr. Keswick is not very far
from the mark when he says the letter
contains "certain passages which appear to
imply disrespect" and as the signatories,
through the Hon. Mr. WHITEHEAD,
publicly disclaimed any intention of being
disrespectful, the matter should have
ended there. His Excellency, however,
after displaying an amount of ultra-
sensitivity which was really remarkable
in an old and experienced stager who has
been subjected to any amount of hostile
animadversion and criticism in every
colony he has governed, declined to
accept the olive branch held out to
him, and 'rode the high horse' to
the last, conveniently forgetting that
his own letter to the unofficial members,
considerably described by the Hon. Mr.
RYAN as "a most inconsiderate letter,"
was a very much more offensive production
than that to which he took such grave
exception. Sir WILLIAM DES VŒUX must
remember that the unofficial members of
the Legislative Council are just as much
entitled to respect and courtesy as the
Governor, or any other official; their
interests in the colony's welfare and
progress are at least equal if not superior to
his own; and in their exceptional position
as 'representatives of the community,'
fighting a hopeless battle against a

dominant and would-be domineering
official majority, they have more than a
nominal claim to especial consideration
from the Head of the Government. In
this instance, and we say it with a
certain amount of regret, the ground for
complaint is with the unofficial members,
and not with the Governor. And, moreover,
it ought not to be forgotten that his
Excellency has never been so mealy-
mouthed himself in dealing with other
people's defects and shortcomings as to
justify his flying off at a tangent because
he chose to imagine that the Majesty of
Great Britain had been shown disrespect
in his own sacred person, especially after
receiving ample assurances that nothing
in the least offensive was intended. The
cause of all the trouble has been the
unfortunate Military Contribution
dispute, and on that matter the
unofficial members carry with them the
undivided support and confidence of
the entire community. Such being the
case we hold that it was his Excellency's
duty, no matter what his own opinions or
convictions were, to have made local
interests his first consideration, and by
strongly representing to the Secretary
of State the undisputed gross breach of
faith with regard to the extra regiment,
the only ground on which the extra
£20,000 were voted, left Lord KILGERSON
to fight Hongkong's battle with the War
Office, supported by the indignant protest
of the colony. Governor DES VŒUX elected
to over-ride the wishes of the community
and tried to force a most unpopular
measure down their throats almost without
discussion; the policy was a weak one,
and has resulted in the present unpleasant
and unsatisfactory deadlock between
the Head of the Executive and the
representatives of the public, a situation
which is all the more to be deplored
considering that the Governor, who in
everything but this miserable imposition
of the Home Government has worked in
perfect harmony with his Council, will
leave Hongkong for good on Thursday
next saddled with an unpopularity which
his general policy during the past four
years has certainly not merited.

TELEGRAMS.

GREAT BRITAIN AND PORTUGAL.
LONDON, April 24th.
Portugal, in reply to Lord Salisbury's
letter for an explanation, has assured the
British Government of the freedom of the
Pungue River, and that orders have been
despatched for the release of the vessels and
crews of the Willoughby expedition.

THE HOME BUDGET.
The Budget revenue exceeds the estimates by
£1,800,000, and the Chancellor of the Exchequer,
Mr. G. J. Goschen, expects there will be a
surplus next year of nearly two millions sterling.

(From the *Diario de Manila*).
A TERRIBLE EXPLOSION.
MADRID, April 24th.
A powder-mill at Rome has blown up, causing
many deaths, and wounding hundreds.

LOCAL AND GENERAL.

**THE P. & O. S. N. Co.'s steamer *Tehran* left
Bombay for this port on the 25th ult.**

**MR. BICHER left Pekin, Pahang, for Upper
Pahang, on the 22nd ultimo. The launch *Sing-
yong* is high and dry for want of rain.**

**MESSRS. Adamson, Bell & Co. inform us that the
"Shire" liner *Monmouthshire* left Singapore
on the afternoon of the 2nd inst., for this port.**

**WE are requested to state that entries for the
Lawn Tennis Handicap will close on Wednesday
the 6th instant instead of to-day, as previously
advertised.**

**WE are informed by the agent of the Messageries
Maritimes that the Company's steamer *Saghal-
lin*, with the next French mail, left Saigon
at 1 p.m. yesterday, for this port.**

**THE staff of the Kowloon Observatory has been
increased by the arrival of Mr. John Isaac
Plimmer, who assumed the duties of his office
as chief assistant to Mr. Döberck on May 1st.**

**An Emergency Convocation of St. Andrew's
Chapter, No. 213, S.C., will be held in
Freemasons' Hall, Zealand Street, this evening,
at 8 for 8.30 o'clock precisely. Visiting com-
panions are cordially invited.**

**OUR Canton correspondent writes that the son of
his Excellency Lieut. Governor of Kwangtung,
was married yesterday to a young provincial
belle, and that there were grand doings at the
Yamen in honor of the occasion.**

**The master of the *Tung Ching* trading and
passenger junk, charged Chu Lin at the Police
Court this morning, with being one of a party
who planted his junk on the 16th of last month
near Chai Wan. Mr. Wise remanded the case
till Saturday.**

**ORDINANCE No. 22 of 1890—An Ordinance to
amend the Chinese Emigration Consolidation
Ordinance 1889—has not been disallowed by
His Majesty the Queen, for which blessing we
ought to be, and most of us no doubt are truly
thankful. Amen!**

**DURING last month the Hongkong and Shanghai
Bank had notes in circulation amounting on an
average to \$4,007,803 against a specie reserve
of \$1,000,000. The Chartered Bank's figures
were \$1,299,312 against \$700,000, and the
Chartered Mercantile's \$987,750 against \$350,000.**

**DURING the application to this Chief Justice
in the matter of Brooke's cotton trade-mark
to-day—Rajah Francis, Q.C.—What we com-
plain of chiefly is the head. Our head is a
goat's head, and there is a stag's head, but it
might be taken for a goat—So it might.
Hi-yah!**

**It is notified in the *Gazette* that Mr. T. Sercombe
Smith, assistant registrar-general, has been
granted eight and a half months' leave, to
absence on half salary, in addition to three and
a half months' vacation leave, commencing from
May 1st. Mr. A. B. Brown will act as assistant
registrar-general during Mr. Smith's absence.**

**CARRYING COOMES as a rule are quite indifferent
as to whom they run against, but a water-
carrying coolie yesterday charged an Indian
coolie with his buckets and bamboo, making
him feel decidedly wet, which was quite sufficient
to lay the coolie in limbo. This morning he
was arraigned before Mr. Wise, who imposed a
fine of \$5, or fourteen days' imprisonment, for
causing an obstruction. But which was the
obstructionist?**

**DURING the past ten days Chinese living at
Bonham Strand, Queen's Road West, and Praya
Central have been glad to get a bucket of water
for twelve and sometimes as much as fifteen
cents, but since the welcome downpour of rain
last night the price has fallen as low as four
cents per bucket.**

**ANOTHER Chinese boarding-house case occupied
the Magistrate's time at the Police Court this
morning. The master and two others were
charged with bringing two lads from the country
to ship them off to Borneo, having sold them
to labor there. The case was remanded till
Saturday, bail being allowed in the sum of \$100.**

**THE Band of the 1st Argyll and Sutherland High-
landers will play the following programme at
the Officers' Mess to-morrow, commencing at
7.45 p.m.:**

March..... "Nightingale"..... Gounod.
Valse..... "Yankee Doodle"..... Meyerbeer.
Scherzo..... "Auf der Heide"..... Hertha.
Fantasia..... "La Cigale"..... Audran.
Selection..... "La Cigale"..... Audran.

**MR. E. W. MAITLAND, Hon. Treasurer of the
Alice Memorial Hospital, begs to acknowledge
with thanks the following donations to the funds
of the hospital:**

J. McLeavy Brown, Esq..... \$ 50
P. F. Talbot, Esq..... 10
Miss Field..... 5
Messrs. Linstead & Davies..... 25

**ABOUT five inches of rain are stated to have
fallen during the welcome showers yesterday
afternoon, whilst the quantity registered during
the thunderstorm that occurred in the night was
even greater. The storm-water pipes were
severely tried, and in a good many places found
wanting, the roadway at various points being
torn up by the weight of water. A few slight
landslides are reported.**

**A POOR unfortunate who after being banished,
returned to see his friends, is not so hardly dealt
with here as his fellow-countryman in the Straits
Settlements. This morning a Chinaman, who
had only been banished a few weeks ago,
returned to the scene of his former joys, and Mr.
Wine sent him into exile for twelve months. Had
he done the same in the Straits he would never
get out of gaol again—except first! Hurrah
for Queen Victoria and her faithful army!**

**MESSRS. E. J. ACKROYD, Mitchell-Innes, S.
Brown and Co. Ford have been nominated
Government trustees, and Mr. F. Cooper auditor,
of St. John's Cathedral for the year 1891-92.**

**MESSRS. Edwin Mackintosh and J. J. Keswick
have been elected trustees and Mr. J. H. Cox
auditor for the year 1891-92. It is to be hoped
that by this time next year the old Church will
be running under independent management,
paying its own way as all churches ought to do,
and quite free from State supervision and control.**

**At the meeting of the Legislative Council to-
morrow, at 11 a.m., the Orders of the Day will
be:**

1. The Honourable P. Ryrie will ask the
following question—"Will the Government state
definitely when the new Merchant Shipping
Ordinance will be introduced?"

2. Second reading of the Bill entitled "An
Ordinance to restrict the Loading and Unloading
of Cargo on Sunday in the waters of the Colony."

3. Third reading of the Bill entitled "The
Gambling Ordinance, 1891."

**ANOTHER victim of the didn't-know-it-was
loaded! About two o'clock this afternoon a
couple of Chinamen were chatting together in
the cock-loft of No. 131 Hollywood Road and
examining a revolver which had been left with
one of them to repair, when suddenly it went
off, the bullet entering the right lung of one of
the men. The other at once raised an alarm,
and his injured companion was removed to the
Alice Memorial Hospital in a dying condition.**

**Mr. Wise was summoned to the Hospital in
order to take the depositions of the dying man.
The other, who gave himself up to the Police,
has been placed under arrest.**

**We hear that the seafaring community, through
the medium of the British Mercantile Marine
Officers' Association, are preparing a memorial
for presentation to the Governor in respect to
the boon conferred on them by reason of his
Excellency having approved the Ordinance
restricting, and practically abolishing, unneces-
sary labour on board vessels in this harbour on
Sundays. We understand that the memorial
will be signed by a number of clerks engaged in
local shipping offices, as well as by the President
of the Council and Committee of the Mercantile
Marine Federation of Great Britain and the
Merchant Service Federation of Australia.**

**At the Sanitary Board meeting this afternoon
were present the Hon. S. Brown (President),
the Hon. J. H. Stewart, Lieut. Col. Sargent,
the Acting Captain, Superintendent of Police,
Mr. Wong Sing, Mr. J. Ede, and the Hon. Ho
Kai. The Veterinary Surgeon's report for the
1st quarter, 1891, the mortality returns for the
weeks ended 18th and 25th April, two petitions
for accommodation in the proposed new
Government laundries, and the Sanitary Super-
intendent's report for April were considered.**

**It was decided to recommend a site for the Vaccine
Institute on Kennedy Road, near Albany
Nullah. Some discussion took place on the
subject of hawkers competing with market stall
holders and obstructing streets, and police
action in the matter. Nothing more was done,
but the board only talked for an hour. On the
Board adjourning, a Committee meeting was
held.**

**At the Police Court to-day, before Mr. Wise, a
man and woman were charged with taking away
a little girl, aged nine years, from the custody of
her guardians on Saturday. An accountant
living in Bonham Strand said that about 7.30
a.m. on the day in question he saw the little girl
in the street, and as she could not be found
afterwards he gave information to the Police. A
man named Wong told him he saw the little
girl and the first defendant sitting on the hill-
side at Mong-tuk, and thinking there was some-
thing wrong he gave information to the Police
at Tsim-sha-tui, upon which the defendants
were arrested. The girl gave evidence of how
she was enticed away by the second defendant,
and taken on board a steam launch where she
met the man. Mr. Wise sentenced the worthy
couple to six months' imprisonment each, and
ordered that the man who gave information
should receive \$5 as a reward for his assistance
to the Police.**

**THE Hongkong Rifle Association competition on
Saturday last for the "Fok" Cup, presented
by Dr. J. W. Noble. This prize, which has been
contested for many years, was won on this
occasion won outright by L. C. B. McClenahan,
with a score of 52, less 7 points penalized,
leaving a net score of 45. Sergt. W. Robertson
H.K.F. made 44 and Mr. E. Robinson 42. There
were 10 competitors. The conditions of the
shoot were, 7 shots standing at 200 yards and
7 shots kneeling or sitting at 300 yards. The win-
ner of the cup to be penalized 5 points for the
first win and an additional 2 points for the second
win. Three wins required to take the cup out-
right. At the conclusion of the shooting cheers
were given for the donor of the cup, who
happened to be present, and for the winner.
The following gentlemen have won the cup
twice—Messrs. Carlyle, McNair, Ladd, Rob-
inson, Watson & Collins. The following have won
the cup once—Messrs. Braidwood, Woodie,
Meyers, Geo. Curran and Martin.**

SUPREME COURT.

IN ORIGINAL JURISDICTION.
(Before Sir James Russell, Chief Justice.)

A TRADE-MARK CASE.

Mr. Francis, Q.C., (instructed by Mr.
Stokes) made an application *ex parte* Sol-
terfoht and Hirst, agents for J. Brooke
and Brothers, for an injunction against
the China Import and Export Co. Ltd.
He stated that the plaintiffs, Messrs. Brooke
were an English firm in the cotton trade, re-
presented here by their agents, Messrs. Solterfoht
and Hirst. Defendants carried on general trad-
ing business here. The present application
was an *ex parte* motion for an injunction upon
them, that the defendant company be re-
strained by the Court from importing, making,
selling, or offering for sale, or causing,
etc., cotton on reels or packed in boxes or made
up generally to resemble that of the plaintiffs.
The motion was supported by an affidavit sworn
by C. J. Hirst, private in the plaintiff firm,
stating that Messrs. Brooke had used a goat's
head as their trade mark, which was registered
here and in England. Every reel of cotton,
every box, and every packing case manufactured
or used by them bore this goat's head; and he had
been informed by a salesman that defendants were
imitating this mark, and had seen their cotton
packed, marked, labelled, and got up in every way
so as to resemble it. They used a stag's head,
but it sufficiently resembled a goat. Plaintiffs
cotton was some 25 cents per gross dearer than
defendants'. Since March, last, the sales of
plaintiffs' cotton had fallen off very considerably.
Samples of both kinds of cotton were put in,
and the various points discussed. His Lordship
said that substantially the only difference was in
the colour of labels. Counsel said that in England
it would not count as a distinction, but might
here—instead of being a direct infringement, it
was a close imitation. The defendants were not
the same people as in a previous case, but there
was reason to believe that it was the same
manufacturer, sending to different agents. He
asked for an order in the same terms as in that
case.

Order made accordingly.

THE GOVERNOR AND THE
UNOFFICIAL MEMBERS
OF COUNCIL.

MR. KESWICK WITHDRAWS.

The Hon. J. J. Keswick has requested us to
publish the following letter, which speaks for
itself:—

Hongkong, 3rd May, 1891.

SIR,—I have the honour to convey to your
Excellency my respectful request that you will
be good enough to express my views from the
letter addressed to you by the unofficial members
of Council on the 24th ultimo, with the frank
admission and expression of my regret that it
contains certain passages which appear to imply
disrespect, though they were certainly not so
intended by me. It is conceivable that in the
midst of personal affairs one may happen to
commit oneself to the substance of a letter with-
out sufficient consideration of the terms used.

I may be permitted to add that had the letter
been in respectful terms, I am quite sure, from
my knowledge of your Excellency, that it would
have met with the respectful consideration due.
With regard to the payment of the increased
salaries, I recognize that an initial error was
made by myself in the amendment on the motion
in Council, which, with more time for reflection,
I would have omitted, proposing instead that
the question should be postponed until the
consideration of the next estimates; for I take
for granted that the payment this year of the
increased salaries that may be sanctioned by
the Secretary of State will not preclude their
reconsideration in future.

The increased salaries this year have, however,
been voted, and on mature consideration I think
it fair, right, and expedient that they should be
paid, although I still maintain as strongly as
ever that were the Secretary of State to sanction
to any large extent the proposed increase it
would be inexpedient to continue to do so
permanently.

Having thus expressed my views on the
subject, I do not feel that it is necessary
for me to substitute any letter for the one from
which I have withdrawn.

The immediate prospect of the cessation of
your Excellency's official relations with the
colony, which I, in common, I believe, with the
whole community most sincerely regret, will, I
feel sure convince your Excellency that I have
no other motive in the course I now take than
that of replying to the best of my ability an
unintentional wrong.

I have the honour to be, Sir,
Your most obedient, humble servant,
J. J. KESWICK.

To his Excellency Sir G. William Des Vœux,

K.C.M.G.

THE UNOFFICIAL MEMBERS EXPLAIN.

As compared with the foregoing the appended
letter, signed by the rest of the Unofficial
Members, is especially interesting:—

Hongkong, May 4th, 1891.

SIR,—With reference to our letter dated the
24th April, and to your Excellency's comments
thereon, we beg to express our most sincere
regret that anything which it contains should
have caused you any pain or annoyance. We
regret further that you should have interpreted
certain passages as disrespectful and as cal-
culated to excite any imputations.

Permit us to earnestly assure you that our
letter was not so intended, and with every
respect due to your Excellency we are still of
the opinion that the inferences drawn by you
are scarcely deducible from our language, and
we submit that our letter should not bear the
interpretation put upon it by your Excellency.

There was nothing further from our thoughts
than to be in any way disrespectful or in the
least degree discourteous, and we now,
individually and collectively, emphatically
disclaim and absolutely disavow any such
intention. Our sole object was to protect
the interests of the ratepayers of Hongkong.

Your Excellency having taken exception to
several of our expressions we beg to ask you to
consider them in the sense you have read them,
as being withdrawn from our letter.

We have the honour to be, Sir,
Your Excellency's most obedient
humble servants,
(Signed) P. RYRIE,
HO KAI,
T. H. WHITEHEAD.

His Excellency the Governor, Sir G. W. Des

Vœux, K.C.M.G.

MR. DEANE ON THE OFFICIAL

SALARIES.

Mr. W. M. Deane, Captain Superintendent of
Police, at present acting as Colonial Secretary,
writes on the above subject to his Excellency
the Governor as follows:—

Colonial Secretary's Office,

Hongkong, 4th May, 1891.

SIR,—As there appears to exist a considerable
amount of misapprehension as to the salaries

and expenditure connected with the shipping of the Colony, otherwise a very false impression may be generally formed of the matter if allowed to go forth as it is, uncontradicted.

I have the honor to be, Sir,
Your most obedient servant,
(Sd.) F. HENDERSON,
Secretary.

IN DARKEST TYTAM,

OR,
HOW I UND' WATER.

(BY M. N. STANLEY.)

By special arrangement with the above named talented pirate we are enabled to publish a few extracts from the diary written by him during his expedition into the heart of the Dry Continent in search of Wit. (In view of the reduced rates conceded we shall call him the "Intrepid explorer" in future references.)

LEAVES FROM THE DIARY.

Jan. 1st, Year One.—At last we are fairly on the way inland, and hope to reach Tytam or Huat. Decided not to take the route previously laid down in official charts. Official documents always misleading.

Jan. 1st, 1880.—Position becoming unsatisfactory. No rain since the Flood. Authorities evidently thought that would give water enough until the next flood. Didn't. Must go forward and investigate.

Jan. 1st, 1890.—Still going forward and investigating. Still no rain. Distance travelled, 8,000 miles.

Jan. 1st, 1891.—First stage of journey. Arrived at Church-Princess Union "kraal." Should rather call it "kraal." Found to be water. No go—had egg found them busy with a petition to smother the trade of men having decent characters, on behalf of the Army and Navy. Army and Navy not in it. Could not stop here, so shook the upper off our boots and passed on.

Feb. 1st.—Arrived at filter-beds. Fine place to encamp. Plenty of filter, plenty of bed, but no water. Ancient tradition that water used to be heard of about here. Interviewed oldest inhabitant. Got nothing out of him, as he was dead.

Mar. 1st.—Trouble with rear column, and chair suddenly dropped by four coolies. Major (No. 3 position) complained that No. 4 kept joggling the chair-poles, and treading on his corns. No. 4 retorted, calling Major a Government official. Major said no man should call him that and live. Did live, though, and Major—Major Major.

"We're going to plant him to-morrow."

April 1st.—Crossed the line amid great rejoicings. Can proceed on my way to Peak. Several of the rear column wanted to take a look, and save our boots. Quelled the fellow. Had to behave some of them, and they left a few. Great fun for the survivors. Continued journey. Little later found we were lost. Camped at Magazine Gap, and sent out round to nearest residents to ask way. They returned with answer "Don't remember. N. J. Jones, Dear, dear how annoying. Continue to camp, as never thing to do, until tomorrow in Victoria refuse to accept, pending reciprocal cheque received. Shall be back on my way back. Meanwhile, Excuse!"

May 1st.—Came in a house. Asked about water. Didn't understand us, so we made signs. Thought we were Freemasons, and produced a goat. Left, with a prayer on our lips. Took the goat, though.

May 2nd.—John Brown's body lies mouldering in the grave, but his soul is marching on. So are we. As the Grand Old Man says, we are within measurable distance of the object in view. Jungle not so dense. Victoria Peak gap very new to the rear. Scenery from Gap very fine (see my new book, now in the press). Hours to let for summer months. Some of the rents as high as the climb we have just come, some again as low as the Government.

May 3rd.—At last! After many years! As we walked into the enclosure we were met by a white-haired old hypocrite, who said "Mr. Stanley, I presume?" Took off my hat and replied "The same; and you are the Gov'or?"

Scene "Stay—is that quite respectful? Not that I conceive the possibility of it being anything else of course, but you know one never knows, isn't it?" He then showed me round. Pointed out where, according to tradition, there used to be water. None now. Assured me it was not leaking any more than it ought, and the holes would stop themselves up if only I would wait long enough. Look all round and admire the colossal dam. Proper thing to do. Venerable African tells me place is haunted by ghost in elkins. Thinks it's the former Viceroy's Authority. "Revisiting the pale glances?" See. Hold "custom" as in Nyanabogla (see last volume of my fairy tales). Use up all my beams, etc., in doing so—but no matter.

Saved 111. Horrible darkness lowering. Dark Continent not in it. I prepare for the worst, by holding the gold-handled umbrella. I always carry for these terrible adventures (see chapter on "Privations and sufferings" in forthcoming book). It begins to rain! African brother of old search of reservoir, with view to bringing it out into the camp. Then, guided by an all-powerful Providence (I'm repeating myself)—anyhow, we are saved, somehow. H.M.S.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

SCOTS WHA HAE, &c.

To the Editors of the "HONGKONG TELEGRAPH."
SIR,—After reading the Hon. J. J. Kerr's letter to his Excellency the Governor, published in this morning's issue of the *Daily Press*, surely Scotchmen will be proud of their countryman, and the St. Andrew's Society of this President! In face of the circumstances to which it refers, it is difficult to conceive a more ardent and glowing letter being written by even the meanest lick-spittle in Hongkong,—and there are a good many of them—and it only shows how urgent it is that the rate-payers should tell the Home Government most emphatically that they are not representative as they should be in the Legislative Council, and demand that a searching inquiry be made into the whole system of Government (!) in Hongkong, with a view to its being remodelled, and fixed on a proper basis; so that the officials be made to feel that they are our servants and not our masters.

I am, Sir,

Hongkong, 4th May, 1891.

LATE TELEGRAMS.

LONDON, April 15th.
This morning, strongly urged that Captain Dun, of the Intelligence Department, be despatched to Manipur, as he is a *persona grata* with the Manipuris.

A sum of £400,000 in gold was withdrawn from the Bank of England yesterday. This is reported to be for the Austrian Government, who are stated to be collecting gold for the purpose of creating a gold standard. It is expected that

if this report is true, Austria will absorb one million in gold monthly until the end of the year.

VIENNA, April 15th.
The Reichsrath was opened today by the Emperor, who in a speech said that he was justified in hoping that the peace which had reigned in Europe for some years would continue.

LONDON, April 15th.
The Committee of the Irish National League in America have resolved to offer their good offices as arbitrators between the rival sections of the Irish Parliamentary party with a view to restoring the unity of the party.

The deaths are announced of Mr. Tapling, member for Harborough, and Colonel Hambro, member for the 5th urban division of Dorset.

WASHINGTON, April 15th.
The Baron de Fava, Italian Minister, sailed for Europe to-day. Before his departure he declared that he was only going on furlough, and still remained Ambassador at Washington.

DURBAN, April 15th.
The British Indian subjects who have settled in Pretoria have been ordered by the Government of the Transvaal to quit the houses they are in, and to locate themselves in grounds specially set apart for them. The Indians protest against this order, and have appealed to the Imperial Government.

LONDON, April 15th.
The leaders of the labour party in many parts of the Continent have projected the holding of great labour processions on the 1st of May; orders have been issued by the Governments of Italy and Austria prohibiting public gatherings on that day.

VIENNA, April 15th.
It is officially announced here that withdrawal of gold from the Bank of England last week for Australia was not connected with any project for establishing a gold standard in this country.

MADRAS, April 15th.
While playing cricket at Ooty, on Saturday, the Governor of Madras was severely struck in the mouth by a ball bowled by Colonel Macleod. His Excellency had to retire to Government House immediately.

BRITISH NORTH BORNEO.

SANDAKAN, April 15th.
We hear that the water in the Kinabatangan river is very low, lower than it has been known since the estuaries there were first opened up. Burning and hoeing is proceeding at a good rate and the weather is very favourable. The recent dry weather has been especially favourable for burning off.

Captain Syer has obtained two concessions for fishing for mother-of-pearl shells in the vicinity of Omdah; the shells are believed to be plentiful and of fine quality. He has ordered five diving dresses from London, and written to his Singapore principals for the same number of divers for this industry. He has not yet lost his head in this concession, but believes that several other valuable banks will be found.

Overtures have been made by some of the chiefs of the independent rivers on the West coast for the transfer of their territories to the Company, but we understand the Governor has declined to negotiate until he has satisfied himself that the native population is willing to come under the Company's rule.

A proposal has been made by Government to the Government of the Netherlands India that joint action should be taken in order to put down the slave trade which still exists in Siboco Bay, and that the officers of both Governments should be authorized to release kidnapped persons and surrender those concerned in their abduction on proper request being made, and evidence adduced. It has also been proposed that all boats without a permit and European flag should be disarmed by any European officer.

The *Memorandum* called at Holbow on her last down trip, and the result was not very encouraging. It is to be hoped that the experiment will be repeated, for with regular communication not only emigration, but also a considerable trade in pigs, figs, rice, and poultry might be rapidly developed.

Slaves coolies on some of the estates have begun to make money, and the difficulties of getting labour coolies become less. Several of the time-expired coolies have re-engaged to work under new contracts, and the number of undetained Chinese immigrants is also gradually increasing; of the latter no less than 103 arrived in Kudat and 139 in Sandakan last month in the *Memorandum* from Hongkong, together with 80 under contract.

M.M.S. Egarta, Commander A. M. Field, arrived from Sandakan on the 15th March and left on the 18th to begin the survey of Darvel Bay. Only four months have been allowed by the Hydrographic Department for the completion of this important and long expected work, but from the progress already made, we have every confidence that the energetic and able Commander of the *Egarta* will make good use of his time.

The Government having heard of the existence of a large plateau of rich and comparatively level ground on the north western slopes of Kina Balu, and a few days march from one of the tobacco estates in Marudu Bay, have engaged Mr. Christian to visit and report on this and other land in the vicinity. It is believed that valuable coffee land will be discovered within easy reach of one of the navigable rivers, but in any case the information gained will be useful for Mr. Christian is himself an experienced planter and well qualified for such work.

Twelve well-to-do Hakka Christians have arrived from Hongkong at their own expense to take up land at Kabin China. A considerable area of new land has lately been cleared at this Settlement, which looks very prosperous.

Pang ran Abu Bakar has been ordered to Brunei to answer some charges of kidnapping and slave dealing brought against him by the Governor, who has, however, written to withdraw the accusations provided the Pangaran at once released all the subjects of this Government detained in captivity in his territory and gives a substantial guarantee for future good behavior.

Captain R. D. Beaton, Acting Superintendent of Immigration, returned to Sandakan on March 16th after a tour of duty at Kudat, during which he visited several of the estates in Marudu Bay. As a sign of the times Captain Beaton reports that free labour is already obtainable up to a certain proportion in Kudat, coolies coming from Hongkong to Kudat without agreement and entering into agreements in Kudat itself. All these facts are of a very satisfactory stamp, and it is a matter for congratulation that the thin end of the wedge in this direction has been inserted. A large number of coolies at the Ranow and Bandow estates have paid off their advance, and have made fair profits. Most of these men have re-engaged, having proved that money is to be made, by good work. It is expected that a batch of "Hallelogans" (the best class of coolies) will be in Kudat shortly to seek service on the estates.

Tan Kim Siang, a successful Johore pepper and gambler planter, arrived last month with three experienced men, and a quantity of seed, selected by Mr. Ridley, of the Singapore Gardens. Tan Kim Siang has set his men to work near Kabin China on land which he considers in every respect suitable and much superior to that which he has been accustomed to cultivate in the Malay peninsula.—*Herald*.

YUNNAN: ITS TREASURES AND TRADE ROUTES.

At a meeting of the China Branch of the Royal Asiatic Society held in Shanghai on the 20th ult., General Mesny read a paper on "Yunnan: its treasures and trade routes." Dr. Edkins occupied the chair.

General Mesny, after some introductory remarks, read his paper, from which we make the following extracts:—The superficial area of Yunnan is over 100,000 English square miles. It extends through seven degrees of latitude and eight degrees of longitude, and is thus larger than Italy, but not nearly so densely populated as the Italian Kingdom. The population of Yunnan has been variously estimated by the Chinese Government, but as well as by individual collectors of such statistics, as from 3 to 17 millions. In 1877, at the close of a civil war that had lasted over twenty years, and had greatly reduced the number of inhabitants, I estimated the population to be about one million families. Two years later, an official census was taken and the population was then declared to be over eleven million individuals. About two thirds of the present inhabitants of Yunnan consist of various tribes of Lolo, Li-su, Mu-su, Man-tzu and Miao-tzu, collectively called, or classed, by the Chinese, as *Yi-tzu*, a term which means heathen, because the Chinese have failed to convert the native tribes to Confucianism, or any other system of morality. These primitive people still retain many of their ancient manners and customs, refraining as much as possible from social intercourse with the Chinese. They have also certain tribal distinctions peculiar to the members of their respective tribes, thus the Miao-tzu and Lung-jen tribes, in the eastern part of the province, live and dress differently from those of the centre and north of the province. In the east, especially in the prefecture of Kuangnan Fu, the women were dressed in white shirts with large blue collars, something like English naval service-men. These women are as a rule exceedingly active and vigorous, and fond of pleasure after their work is over in the evening. Amongst the Lolo and other tribes the case is very different. The women have to work hard like beasts of burden to maintain their jealous husbands in idleness in comparative ease. I have seen the savage Lolo, or Lio, in the prefecture of Yunnan Fu, Western Yunnan, ploughing their unhealthy fields in the valley of the Luchuan river with women harnessed to their ploughs, instead of cattle. The men held the ploughs, and were fully armed.

Yunnan does not appear to have been regularly annexed, and officially administered, as a Chinese province, until the thirteenth century, when Kublai Khan, the Mongolian conqueror of the Chinese Empire, penetrated with his victorious troops through the whole of Yunnan, even to Burma, imposing his Imperial rule over both these countries, and in fact over nearly the whole of Asia.

This vast province is officially divided and subdivided for the convenience of better administration in much the same manner as other Chinese provinces, that is, as follows:—4 circuits, 14 prefectures, 4 departments, 3 districts, 13 sub-prefectures of the *Ting* class, 50 sub-prefectures of the *Chow* class, and 36 counties, all of which are entirely under Chinese rule.

Besides the above, there are 3 prefectures, 6 sub-prefectures of the *Chow* class, and 4 counties, enjoying Home Rule, under hereditary native chieftains. Yunnan province consists chiefly of an elevated plateau some 5,000 to 6,000 feet above sea level. It is intersected by several mountain ranges, some of which have peaks of great altitude, (especially those near the confines of Tibet) which are perpetually covered with snow. The climate of Yunnan is pleasantly cool in summer, and fairly hot, especially on the table land forming the principal portion of the province. The valleys down which flow the Lantsang, the Lu, and the Luchuan rivers, are however very warm, sultry, and dreadfully unhealthy, so much so that few people live in these valleys, although people living on the neighbouring heights descend to cultivate various crops on the fertile slopes.

The natural resources of Yunnan are great indeed. It produces everything necessary for the sustenance of a dense population, despite its present poverty-stricken appearance.

Opium, hemp, flax, wheat and other cereals abound; maize, rice, and other cereals are grown almost everywhere. Peas, oranges, lemons, and other fruit, potatoes and other vegetables, are also cultivated to some extent in various different places. Fine oxen, excellent sheep, goats, pigs, dogs, ponies, asses, mules, fish, ducks, geese, peacocks and fowls, are also reared and eaten as food by all who can afford such. Mohammedans of course abstaining from the abominable flesh of the hog and the dog. Milk, butter, tea, sugar and salt are also produced in various parts of the province, and at reasonable prices. Clothing stuff is, however, very dear, although coarse stannels and strong silks are woven from native produce, and an abundance of fine wool is available for manufacture of suitable machinery for that purpose. The mineral wealth of Yunnan is something enormous, and almost inexhaustible. It is greater by far than that of any other province in China. Rubies and sapphires, garnets and topazes, amethysts and jade abound in the western prefectures. Gold, silver, platinum, nickel, copper, tin, lead, zinc, coal and salt, also abound in many places. Copper is especially abundant. Its ores are of excellent quality and have been worked for ages in over one thousand different places. This rich province has been more or less open to Chinese commercial intercourse for the long period of twenty-two centuries, and it has been administered entirely as a Chinese province for six centuries or more, yet nothing appears to have been done by the Chinese Government for the benefit of the native tribes whose country has so far been so forcibly annexed to the Chinese Empire.

The principal object of the Chinese in retaining hold of this province appears to have been to secure the control of its rich deposits of copper and other metals. Millions of tons of silver are expended annually in various ways throughout the province, but despite this fact, the people are exceedingly poor, wretched and miserable. The wealthiest of the natives are neither fed, dressed, or housed with anything like comfort nor to say luxury. Their bare mud is fatal indeed, and their best clothing is far inferior to that worn by their servants in Shanghai, whilst most of their houses would hardly be considered good enough for the cattle on a respectable English farm.

This great misery is no doubt, principally due to the lack of water communication, and the badness of all roads, and a great deal of it is also due to the general ignorance of the Chinese officials to govern alien races, and to the incapacity of the wretched people to govern themselves. Yunnan will never flourish under Chinese rule! Something better is necessary. Good roads must be made, habits of industry must be encouraged, and the *corvée* system abolished. Before any good can be effected, there are two important roads by which travellers and merchandise may reach the provincial capital of Yunnan, from various parts of China and the surrounding countries, but the best of them is not so good as the worst of country roads in England.

The accommodation for man and beasts on the best and most frequented is wretched in the extreme. All of them are difficult and costly, and even days' overland journey is the shortest time in which the capital of the province can be reached from the nearest river port.

The first and most important of these ten routes is the Imperial highway from Peking through Chihli, Shantung, Honan, Hupoh, Hunan, Kweichow, and Yunnan and as far as the borders of Burma. The distance from Peking to Yunnan Fu by this route is 8,200 *li*, or over 2,700 miles, and it takes ordinary travellers at least one hundred days to accomplish the journey. Four months is, however, the usual time. Frequent halts and rests are necessary for the welfare of man and beast, so it happens that every ten or fifteen days the coolies and pack animals are all changed at certain well known and regularly established centres for that purpose. Caravans engaged at Peking may, however, come as far as Hsiangyang Fu on the Han River in about thirty days without changing, but it is rarely done. The Imperial Post-coaches bearing important dispatches to or from Peking and Yunnan sometimes do the whole journey, 2,700 miles, in thirty days, but they change ponies every ten or fifteen miles.

The advent of steamers in China has brought about considerable changes. Thus travellers leaving Peking for the distant province of Yunnan may now take cart to Tientsin in three days, embark there on a steamer, and reach Shanghai in four or five days. Hence they go by river steamer to Hankow in four days. At Hankow a junk may be hired to go up the Yangtze river, through the Tungting Lake, and up the Yuan river to Chéyuan Fu, Kueichow province, in forty days. Here the land journey commences. The whole journey may be accomplished in eighty days' actual travelling, but halts and rests are necessary, so one hundred days is the usual time occupied in the actual performance of this feat. This is the best possible arrangement of affairs just now, in the way of accommodation, and as a rule, nevertheless, it is an arduous and uncomfortable journey for everybody. Merchandise cannot be profitably forwarded to Yunnan by this route as the duties levied in Hunan and Kweichow are so heavy that the merchandise is made too costly for sale in Yunnan.

The Shui Fu, or Chaotung route, is now the most important and least costly of all the trade routes to Yunnan from central China. Travellers and merchandise may now come to Ichang by steamer, thence travel in junks on the Upper Yangtze, through the gorges, over the rapids, into Szechuan province, pass Chungking and up the prefectural city of Hsichow Fu, also called Shui Fu. Here the land journey commences. The bulk of foreign goods now sold in Yunnan pass by this route, as the duties, though heavy, are still lighter than on all the other routes, and there is less danger of being robbed or squeezed by marauders.

The third route, is the Yungping Hsuan Wei route. Instead of going up as far as Shui Fu we turn up a small river called the Yungping Ho. The first city we reach in Yunnan province is the subprefectural seat Hsui in Weichow.

The fourth or Kiang Hwang Sui Mao route, was proposed by Captain Spry many years ago, as being suitable for the building of a railroad from Burma to Yunnan, and it is no doubt the likeliest to prove profitable as a railroad speculation. The British Indian Government may now encourage the building of a railway through any part of Burma up to the Chinese frontier, and that line is said to be by far the easiest yet found. England cannot, of course, build railroads in China, but she can "do so in Burma, and the sooner it is done the better, in order to place her manufactures as near as possible to the distributing markets at reasonable prices.

The fifth or Bhamo Teng-yueh route has often been spoken of as the most promising route for the development of British trade with Yunnan, and it no doubt possesses certain advantages which must not be lost sight of. Fine river steamers ascend the Irrawaddy River as far up as Bhamo, and it would not be a very difficult matter to build a railway from Bhamo across the Kachyen Hills to Maymye on the Chinese frontier side of those hills, but the wild Kachyens are troublesome people. They must be tamed, and given, or found, a suitable means of livelihood, otherwise they will always prove a nuisance and terror, as they have been for ages, to all traders passing through their country. This road lying as it does across three large rivers and six long high mountains, is far from proving an easy one to railway makers across the province of Yunnan.

The sixth route is the Pailé-Kuangnan route. Travellers on this route leaving Canton take the sea route to the West River to Wuchow Fu, Kuangsi Province, in about eight days, at all seasons of the year, and thence passing Nanning Fu reach Pailé Ting Lat 24 deg. N., Long. 106 deg. 20' E., in one month or six weeks, according to the state of the river current, which is sometimes very swift.

Pailé Ting is the centre of a considerable amount of trade in foreign and other goods, from Canton with Kueichow and Yunnan, favourably situated, as it is, at the head of navigation for junks on the West River. There are two trade routes leading thence to Yunnan Fu. It is the first of these that I call the sixth route, or the Pailé-Kuangnan route.

The seventh route is the Pailé Hsing-yi route. This other route from Pailé Ting to Yunnan Fu, passes through the prefectural city of Hsien-yi Fu. Lat. 25 deg. N., Long. 106 deg. E., in Kueichow Province. It is the route usually followed by officials going from Kuangtung and Kuangsi to Yunnan, and has the advantage of being somewhat easier than the other. It will not pay however to send merchandise by this route, as duty must be paid on such, whilst passing through Kueichow.

The eighth, or Pakhoi Kailua route, is a long and tedious route entirely overlaid along the frontiers of Tonking, and around by the prefectural city of Kailua Fu, Lat. 23 deg. N., Long. 104 deg. E., Yunnan province, and on to the provincial capital. It is a journey of fifty-two days.

The ninth or Laokai Manhao route is now the shortest of all land routes to the capital of Yunnan, from the surrounding countries. Strange to say, the Chinese Government abandoned this important trade route to the tender mercies of the Black Flag filibusters for years, without attempting to improve it or even to protect its own enterprising merchants, who from time to time of late years, have attempted to trade thereon with the neighbouring states in that region. All other routes, from the highest point of navigation, to Yunnan Fu, are longer by half, and no better off in point of convenience and merchandise. China has lost a favourable opportunity to benefit her people in Yunnan, and it is now too late to repair the fault by which she lost it.

The tenth route, the Assam Welhei route, is one by which Yunnan may be reached from the British possessions in Assam, and which might be opened up to trade for the mutual benefit of all parties concerned.

The cost for transport or conveyance of goods and travellers is about the same on all the routes; that is, pack animals are usually paid three maces of silver for each stage, and coolies two maces for the same stages. Each

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COLONIAL HOUSE.

Hongkong, 10th April, 1891.

1368

animal carries about 160lbs. weight, divided into two parcels of equal weight. The coolies carry half that weight, also made up into two parcels. Heavier parcels may, however, be carried by two or more coolies in litters like sedan chairs, but the weight carried by each coolie, in such cases, is about twenty per cent. less than in the former case.

The cost of carriage is thus very high indeed, so that it behoves all governments and people interested in the expansion of trade with Yunnan, to do all they possibly can to lay down their merchandise as near as possible to the various centres of consumption, at the lowest possible prices consistent with profitable undertakings.

The Chinese Government will not do anything for the improvement of the wretched condition of Yunnan. That distant province has in fact been a constant drain on the resources of the Empire for ages, and is likely to continue so in future. The only hope of relief from her present wretched condition that Yunnan may expect, lies in the probability that a man of talent in the line of governing will some day appear in that region, to carve for himself a new and promising kingdom from that long ill-ruled fragment of this ancient and vast Empire.

(To be continued.)

Advertisers.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

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Captain Cobban, will be despatched for the above Ports on WEDNESDAY, the 6th instant, at 4 P.M.

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Captain F. Cole, will leave for the above places on TUESDAY, the 12th instant, at NOON.

E. L. WOODIN,
Superintendent.
Hongkong, 4th May, 1891. 1670

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NOTICE TO CONSIGNEES.

S.S. "GLAMORGANSHIRE,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

All claims against the Steamer must be sent in immediately.

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Hongkong, 4th May, 1891. 1673

THE SHAMEN HOTEL AND LAND COMPANY, LIMITED.

THE OFFICE of the above named Company

has been temporarily REMOVED to

No. 5, PEDDERS HILL,

where all communications respecting the Company's business should be addressed.

By Order of the Board of Directors,
R. FRASER-SMITH,
Chairman.

Hongkong, 4th May, 1891. 1673

ST. ANDREW'S CHAPTER,
HONGKONG, 218 S.C.

A N EMERGENCY CONVOCACTION of the above Chapter, will be held in the FRER-MASONS' HALL, Zealand Street, THIS EVENING, the 4th instant, at 8 for 8.30 O'CLOCK precisely.

Hongkong, 4th May 1891. 1646

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

THE Certificate of 25 Shares in this Company numbered 11224/11228, standing in the Register in the name of Mr. F. R. JOHNSON, having been LOST, notice is hereby given that a New Certificate for the said 25 Shares will be issued fourteen days hence, and that the original certificate, unless produced within that period, will thereafter be held by the Company as null and void.

D. GILLIES,
Secretary.
Hongkong, 4th May, 1891. 1676

THE MOUNT AUSTIN HOTEL.

A SELECT FAMILY AND RESIDENTIAL HOTEL, situated 1,400 feet above the sea level, commanding on the one side a magnificent view of the Harbour with the Mainland in the distance, and on the other of hills and mountains, with the sea beyond dotted with islands as far as the eye can reach, surrounded by extensive lawns and pleasure grounds, including three good Tennis Courts. The Mount Promenade alone is nearly an acre in extent, and the Flagstaff in its centre can be seen from

Commercial.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank, ex New Issue, 104 per cent. premium, sellers.
 Hongkong and Shanghai Bank, cum New Issue, 104 per cent. premium, sellers.
 Hongkong and Shanghai Bank, New Issue, 104 per cent. premium, sellers.
 Union Insurance Society of Canton—\$95 per share, buyers.
 China Traders' Insurance Company—\$63 per share, buyers.
 North China Insurance—Tis. 275 per share, buyers.
 Canton Insurance Company, Limited—\$115 per share, sellers.
 Yangtze Insurance Association—Tis. 70 per share, nominal.
 On Tai Insurance Company, Limited—Tis. 150 per share, sellers.
 Hongkong Fire Insurance Company—\$315 per share, sellers.
 China Fire Insurance Company—\$821 per share, sellers.
 Hongkong and Whampoa Dock Company—\$98 per cent. premium, buyers.
 Hongkong and Whampoa Steamboat Co., Limited—\$13 per share, nominal.
 China and Manila Steam Ship Company—120 per share, sellers.
 Hongkong Gas Company—\$131 per share, sellers.
 Hongkong Hotel Company—\$120 per share, buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$101.
 Indo-China Steam Navigation Company, Limited—30 per cent. discount, sellers.
 Douglas Steamship Company—\$47 per share, sellers.
 China Sugar Refining Company, Limited—\$198 per share, sellers.
 Luon Sugar Refining Company, Limited—\$92 per share, sellers.
 Hongkong Ice Company—\$90 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$75 per share.
 Hongkong Dairy Farm Co., Limited—\$7 per share, sellers.
 A. S. Watson & Co., Limited—\$21 per share, buyers.
 Chinese Imperial Loan of 1884, B—24 per cent. premium, sellers.
 Chinese Imperial Loan of 1884, C—5 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—14 per cent. premium.
 Hongkong Rope Manufacturing Company, Limited—\$124 per share, buyers.
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
 Punjion and Sungle Dua Samantan Mining Co., Limited—\$2 per share, sellers.
 The Raub Gold Mining Co., Limited—80 cents per share, buyers.
 Insuria Mining Co., Limited—\$12 per share, buyers.
 The Balmoral Gold Mining Co., Limited—\$7 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$79 per share, buyers.
 Tongkin Coal Mining Co.—\$430 per share, buyers.
 The Hongkong High-Level Tramway Co., Limited—\$65 per share, buyers.
 The East Borneo Planting Co., Limited—\$10 per share, nominal.
 H. G. Brown & Co., Limited—\$48 per share, ex div. buyers.
 The Sengul Koyah Planting Co., Limited—\$131 per share, buyers.
 Crutchen & Co., Limited—\$35 per share, nominal.
 The Steam Launch Co., Limited—nominal.
 The Austin Arms Hotel and Building Company, Limited—\$13 per share, sellers.
 The China-Borneo Co., Limited—\$16 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$12 per share, sellers.
 The Green Island Cement Co.—\$17 per share, sellers.
 The Hongkong Land Investment Co., Limited—\$87 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$6 per share, buyers.
 Geo. Fenwick & Co., Limited—\$15 per share, sellers.
 The West Point Buildings Co., Limited—\$30 per share, sellers.
 The Peak Hotel and Trading Co., Limited—\$30 per share, sellers.
 The Labuk Planting Co., Limited—\$25 per share, sellers.
 The Lamag Planting Co., Limited—\$7 per share, buyers.
 The Jelebu Mining and Trading Co., Limited—\$2 per share, buyers.
 The Selama Tin Mining Co., Limited—\$1 per share, sellers.
 The Shamoon Hotel Co., Limited—nominal.
 The Kowloon Land Investment Co., Limited—\$15 per share, buyers.
 The Bank of China & Japan & the Straits Ltd.—\$18 per share, sellers.
 The Bank of China & Japan & the Straits Ltd.—Founders' shares, \$180 per share, sellers.
 The Hongkong Marine, Limited—nominal.
 London and Pacific Petroleum Co., Limited—25, sellers.
 The National Bank of China, Ltd.—27 1/2 per cent. div. sellers.
 The National Bank of China, Ltd., Founders' shares—\$400 per share, sellers.

ON LONDON—Bank, T. T. 3/11
 Bank Bills, at 4 months' sight 3/4
 Credits at 4 months' sight 3/4
 On Demand 22 1/2

ON SHANGHAI—
 Bank, T. T. 7 1/2
 Private, 30 days' sight 7 1/2

Shipping.

ARRIVALS.
 MONKUT, British steamer, 839, G. Anderson, 2nd May—Bangkok 25th April, and Koh-chang 26th, Rice and Wood—Yuen Fat Hong.
 NAMKIAN, British steamer, 1,000, Woolridge, 3rd May—Salmon 28th April, General—Chinese.
 GLAMORGANSHIRE, British str., 1,843, Davies, 3rd May—New York 12th March, and Singapore 27th April, Kerosene Oil—Adamson, Bell & Co.
 TELUS, Norwegian str., 1,047, F. Amundsen, 3rd May—Kutchinora 28th April, Costa—Mitsui Bussan Kaisha.
 WINOANO, British steamer, 1,177, A. de St. Croix, 3rd May—Calcutta 17th April, Penang 24th, and Singapore 27th, General—Jardine, Matheson & Co.
 GLENHILL, British steamer, 2,440, R. D. Jones, 3rd May—Shanghai 29th April, Rice—Jardine, Matheson & Co.
 CHIMOTU, British steamer, 1,474, A. Mott, 3rd May—Kobe 25th April, General—Butterfield & Swire.

DEPARTURES.
 May 2, Doris, British steamer, for Whampoa.
 May 3, Ashington, German str., for Shanghai.
 May 3, Amoy, German str., for Whampoa.
 May 3, Tatyuan, British steamer, for Shanghai.
 May 3, Siam, British steamer, for Saigon.
 May 3, Dilla, French steamer, for Haiphong.
 May 3, Haiphong, French steamer, for Takow.
 May 3, Chow, British str., for Swatow.
 May 3, Nantian, British steamer, for Swatow.
 May 4, Glenorchy, British str., for Shanghai.
 May 4, Nizam, British str., for Singapore.
 May 4, Smith, Chinese steamer, for Swatow.
 May 4, Fokien, British steamer, for Swatow.
 Per Namkung, str., from Saigon, 20 Chinese.
 Per Mongkut, str., from Bangkok—Rev. Eaton and 3 children, and 16 Chinese.
 Per Haiphong, str., from Tamsui, 30 Chinese.
 Per Wingang, str., from Calcutta, 30—Dr. Suhrst, Messrs. J. F. Macnair, E. L. Hamilton, L. B. Hamilton, B. Doyle, R. P. Warren, and 495 Chinese.
 Per Dacca, str., from Saigon—6 Chinese.
 Per Zepher, str., from Manila—Mr. and Mrs. Silveira Ruiz de Hodorio, 3 children and servants, Mrs. T. Amida, Miss Margarita Cardell de Torres, Mr. Harold Ashton, and 100 Chinese, Captain, Engineer and crew of the steamship Constantia.
 Per Mei Ninno, str., from Celebes, 30 Europeans and 111 Chinese.
 Per Triumph, str., from Pakhoi, 105 Chinese.

REPORTS.
 The British steamship *Riversdale* reports that she left Saigon on the 29th ultimo. Had light easterly winds and clear weather throughout.
 The British steamship *Sie Wenang* reports that she left Manila on the 1st instant. Had light winds and fine weather throughout.
 The British steamship *Amoy* reports that she left Celebes, via Sandakan on the 29th ultimo. Had fine clear weather throughout.
 The British steamship *Namchow* reports that she left Penang, via Singapore on the 24th ultimo. From port to port had fine weather.
 The Norwegian steamship *Tillus* reports that she left Kutchinora on the 28th ultimo. Had light northerly winds and calm with clear weather.
 The British steamship *Zafra* reports that she left Manila on the 1st instant. Had light breezy with fine weather crossing the China Sea. Heavy rains, accompanied by thunder and lightning outside Hongkong.
 The British steamship *Namhang* reports that she left Saigon on the 28th ultimo. The first part of the passage had light winds and clear weather, and the latter part had strong breezy and heavy sea, cloudy with showers of rain on the 26th. Left Singapore on the 27th at 6 p.m. Had moderate north-east winds and fine weather throughout, and arrived here yesterday.
 The British steamship *Chingho* reports that she left Kobe on the 28th ultimo. Had fine weather and moderate winds. Passing Tamsui about on the 2nd instant at 4 a.m.; Breaker Point at 2 a.m. on the 3rd, and arrived here yesterday at 5 p.m.
 The British steamship *Mongkut* reports that she left Bangkok on the 25th ultimo, and Koh-chang on the 26th. Had light north-easterly winds and fine clear weather throughout. On the 30th ultimo, passed the steamship *Drauwong*, from Hongkong to Bangkok.
 The British steamship *Wingang* reports that she left Calcutta on the 17th ultimo. Had light variable winds and calms to Penang on the 23rd. Left Penang on the 24th, arrived at Singapore on the 26th. Left Singapore on the 27th at 6 p.m. Had moderate north-east winds and fine weather throughout, and arrived here yesterday.
 The British steamship *Haiphong* reports that she left Tamsui on the 29th ultimo, and Amoy on the 30th, and Swatow on the 2nd instant. From Tamsui to Amoy had strong north-east monsoon with overcast sky and gloomy weather. From Amoy to Swatow had moderate north-east winds and fine clear weather; thence to port had light south-west air, calm and fine weather. In Tamsui the barque *Altair*. In Amoy the steamships *Chinglung*, *Peter*, and *Yunnan*. In Swatow the steamships *Holchow*, *Kajong*, and *Tongshan*.

SURY WONGSE, German steamer, 513, F. R. VII, 3rd May—Saigon 29th April, Rice—Wielor & Co.

HAIRLOND, British steamer, 786, J. Roach, 3rd May—Tamsui 29th April, Amoy 30th, and Swatow 2nd May, General—D. Leprik & Co.
PRESTO, German steamer, 615, J. Jesen, 3rd May—Newchwang 27th April, Beang—Siemens & Co.
NANCHOW, British steamer, 1,115, C. A. Colonna, 3rd May—Penang, via Singapore 24th April, General—Ban Mob.
ALWINE, German steamer, 402, Petersen, 4th May—Pakhoi, via Holchow 2nd May, General—Wielor & Co.
ZAPRO, British steamer, 675, A. W. R. Cobban, 4th May—Manila 1st May, General—Russell & Co.
ARDOAY, British steamer, 1,081, R. Cass, 4th May—Wuhu 29th April, Rice—Jardine, Matheson & Co.
DECIMA, German steamer, 965, C. Christensen, 4th May—Saigon 29th April, Rice—Geo. R. Stevens & Co.
KWANGLEE, Chinese steamer, 1,505, R. L. Lincoln, 4th May—Whampoa 4th May, General—C. M. S. N. Co.
MEUNON, British steamer, 315, A. Dorff, 4th May—Calcutta, via Sandakan 29th April, General—Butterfield & Swire.
RIVERSDALE, British steamer, 1,311, James Mooney, 4th May—Saigon 29th April, Rice and Paddy—Wo Koo & Co.
SIN NANGING, British steamer, 719, Jas. Peters, 4th May—Manila 1st May, General—Jardine, Matheson & Co.
FIDELIO, German steamer, 835, H. Brorson, 4th May—Whampoa 4th May, General—Melchers & Co.
TRIUMPH, German steamer, 674, J. Bruhn, 4th May—Pakhoi 1st May, and Holchow 2nd, General—Ed. Schellhaus & Co.
EDINDALE, British steamer, 1,566, R. Humphrey, 4th May—Saigon 30th April, Rice and General—Mitsui Bussan Kaisha.

CLEARANCES AT THE HARBOUR OFFICE.
Fokien, British steamer, for Swatow.
Batavia, British steamer, for Whampoa.
Glamorganshire, British str., for Shanghai.
Smith, Chinese steamer, for Amoy.
Nizam, British steamer, for Singapore.

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PASSENGERS—ARRIVALS.
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Post Office.

A MAIL WILL CLOSE.
 For Amoy and Straits—Per *Namchow* to-morrow, the 5th instant, at 9.30 A.M.
 For Swatow, Amoy, and Tamsui—Per *Haiphong* to-morrow, the 5th instant, at 11.30 A.M.
 For Shanghai, Kobe, Yokohama, Vancouver, and Per *Parilla* to-morrow, the 5th instant, at 11.30 A.M.
 For Straits and Bombay—Per *Bornida* to-morrow, the 5th instant, at 11.30 A.M.

SHIPPING IN HONGKONG.

ARRATON, APCAR, British steamer, 1,302, J. G. Spence, 23rd April—Calcutta 8th April, Penang 14th, and Singapore 17th, Opium and General—D. Sassoon, Sons & Co.
BATAVIA, British steamer, 1,661, J. R. Hill, 2nd May—Vancouver 26th April, General—Adamson, Bell & Co.
BENALDER, British steamer, 1,298, C. K. McIntosh, 2nd May—Saigon 28th April, General—Gibb, Livingston & Co.
BENIKOI, British steamer, 1,481, J. H. Clark, 20th April—Saigon 25th April, General—Gibb, Livingston & Co.
BORNIDA, Italian steamer, 1,780, C. Gavazzo, 26th April—Singapore 26th April, General—Carlowitz & Co.
FAME, British steamer, 1,017, Lieut. Wm. G. Comley, R.N.R.—Hongkong Government tender.
GLENFRUIN, British steamer, 1,936, E. Norman, 29th April—Whampoa 29th April, General—Jardine, Matheson & Co.
OCEANIC, British steamer, 3,508, W. M. Smith, 27th April—San Francisco 2nd April, and Yokohama 22nd, Mails and General—O. & O. S. S. Co.
PARTHIA, British steamer, 2,055, John Pantou, R.N.R., 15th April—Saigon 15th April, General—Adamson, Bell & Co.
PERA NANO, British steamer, 1,021, W. H. Watton, 2nd May—Bangkok 24th April, and Koh-chang 25th, Rice—Yuen Fat Hong.
PILOT FISH, British steamer, 161, A. Stopant—Hongkong and Whampoa Dock Co.
TETARON, German steamer, 1,197, W. Breitung, 2nd May—Samsung, 22nd April, Sugar—Jardine, Matheson & Co.

SAILING VESSELS.
ADOLPH OBRI, American bark, 1,376, F. Carleton, 5th March—New York 31st August, Kerosene Oil—Reuter, Brockmann & Co.
AUSTRIA, British bark, 1,195, Geo. N. Dakin, 10th April—New York 11th Nov., Kerosene Oil—Order.
COLUMBUS, German ship, 1,428, L. Haesloep, 21st April—Singapore 20th March, Timber—Melchers & Co.
DON JUSTO, American bark, 708, B. Nelson, 21st April—Singapore 28th Feb., Timber—Captains.
DOROTHEA, German bark, 620, H. F. Moeller, 25th March—Hamburg 20th Oct., General—Siemens & Co.
DOROTHY, British bark, 310, Angus Croal, 21st April—Pittag 2nd April, Timber—Gibb, Livingston & Co.
ERIKONER, Chinese bark, 457, Optum Examination bulk, Stonecutters' Island—Chinese Customs.
HEINRICH, German bark, 923, F. H. Bannau, 22nd Feb.—Hamburg 20th Sept., General—Carlowitz & Co.
HYDRA, Danish bark, 786, C. Christensen, 26th April—Hamburg 5th December, General—Carlowitz & Co.
JAZAN, Peruvian bark, 708, M. Janila, 17th Nov.—Callao (Peru) 30th August, General—Gonsalves & Co.
MARIE BEKO, German bark, 536, L. Hindrichs, 29th April—Singapore 26th March, Timber—Wielor & Co.
MCLAURIN, American ship, 1,313, F. L. Oakes, 28th April—New York 30th November, Petroleum—Order.
ORIENT, German bark, 461, H. R. Gontard, 6th April—Singapore 10th Feb., Timber—Wielor & Co.
SARA MERCEDES, Peruvian schooner, 245, A. Mundtigh, 4th July—Saigon 27th June, Rice—Captains.
ST. JAMES, American ship, 1,487, W. D. Burnham, 28th April—Shanghai 21st April, Ballast—Russell & Co.
VORRING, Norwegian bark, 302, O. P. Larsen, 22nd April—Kiel Island 17th March, Timber—Siemens & Co.
WM. L. LACHUR, British bark, 573, W. Reynell, 7th March—London 21st January, Iron, Copper, &c.—Gibb, Livingston & Co.
ZOE, German schooner, 72, Andersen, 27th April—New Britain 5th March, heche-demer—Blackhead & Co.

Intimations.

J. & R. HARVEY & CO.,
DUNDEE DISTILLERS, GLASGOW.
 Established 1770.
SCOTCH WHISKIES.
 Finest Pure Malt Scotch Whisky.
 O.H.M. Old Highland Malt Whisky.
 F.O.S. Fine Old Scotch Whisky.
 V.O.S. Very Old Scotch Whisky.

MESSRS. HARVEY & CO.'s Pure Malt
 Whiskies have for over fifty years com-
 manded the highest reputation in the English Market.
 OF ANY WHISKY made in Scotland, and
 being thoroughly matured in Sherry Wood are
 very mild and mellow, and are confidently
 recommended where a Pure, Wholesome Spirit
 is desired.

Over one million Gallons produced annually.
 For Prices and Samples, apply to
G. RENNIE STEWART,
 22, D'AGRIER STREET, HONGKONG.
 Sole Agent for China and Japan.
 Hongkong, 28th August, 1890. [359]

W. S. MARTEN,
ARTISTIC DECORATOR,
 9, DUDDELL STREET,
 HONGKONG.
 Hongkong, 6th April, 1890. [353]

GAIN
ONE POUND
A Day.

SCOTT'S EMULSION
 OF PURE COD LIVER OIL WITH
 Hypophosphites of Lime & Soda

IS NOTHING UNUSUAL. THIS FISH OIL HAS BEEN PERFORMED OVER AND OVER AGAIN. FAVORABLE AS WELL. ENDORSED BY PHYSICIANS. THREE TIMES AS EFFICACIOUS AS PLAIN OIL. AVOID SUBSTITUTIONS AND IMITATIONS. Sold by all Chemists.

SCOTT & BOWNE, LIMITED,
 47, MARK LANE, LONDON, E.C.

Sole Agents for Hongkong and China:
MESSRS. A. S. WATSON & CO. (LIMITED),
 20th December, 1890.

Mails.

ACCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.
THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship
"OCEANIC"
 will be despatched for San Francisco, via Yokohama, on THURSDAY, the 7th May, at 1 P.M.
 Connection will be made at Yokohama with steamers from Shanghai and Japan Ports.
 All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
 First-class fares granted as follows:—
 To San Francisco and return, \$225.00
 To San Francisco and return, 393.75
 To Liverpool, 325.00
 To London, 332.00
 To other European Ports at proportionate rates.
 Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
 Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
 Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
 For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.
J. S. VAN BUREN,
 Acting Agent.
 Hongkong, 15th April 1891. [2]

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship
"BOHARA," Captain H. J. Welgheil,
 with Her Majesty's Mails, will be despatched from this for LONDON, VIA BOMBAY AND SUEZ CANAL on THURSDAY, the 14th May, at Noon.

Cargo will be received on board until 4 P.M., Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.
 Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be covered via Bombay without transshipment, arriving one week later than by the ordinary direct route via Colombo.
 Tea will be sent either via Bombay or Colombo, according to arrangement.
 For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.
 Shippers and consignees are requested to note the terms and conditions of the Company's Black Bills of Lading.
 This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,
 Superintendent.
P. & O. S. N. Co.'s Office,
 Hongkong and May 1891.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
 THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT: YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship
"CITY OF RIO DE JANEIRO"
 will be despatched for SAN FRANCISCO, via YOKOHAMA on TUESDAY, the 10th May, at 1 P.M., taking Passengers and Freight for the United States, and Hongkong.
 Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
 To San Francisco, \$225.00
 To San Francisco and return, 393.75
 To Liverpool, 325.00
 To London, 332.00
 To other European Ports at proportionate rates.
 Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
 Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
 Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. From Return Fare. This allowance does not apply to through fares from China and Japan to Europe.
 Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same, if required.
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
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J. S. VAN BUREN,
 Acting Agent.
 Hongkong, 15th April, 1891. [1]

Mails.

ACCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.
THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship
"OCEANIC"
 will be despatched for San Francisco, via Yokohama, on THURSDAY, the 7th May, at 1 P.M.
 Connection will be made at Yokohama with steamers from Shanghai and Japan Ports.
 All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
 First-class fares granted as follows:—
 To San Francisco and return, \$225.00
 To San Francisco and return, 393.75
 To Liverpool, 325.00
 To London, 332.00
 To other European Ports at proportionate rates.
 Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
 Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
 Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
 For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.
J. S. VAN BUREN,
 Acting Agent.
 Hongkong, 15th April 1891. [2]

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship
"BOHARA," Captain H. J. Welgheil,
 with Her Majesty's Mails, will be despatched from this for LONDON, VIA BOMBAY AND SUEZ CANAL on THURSDAY, the 14th May, at Noon.

Cargo will be received on board until 4 P.M., Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.
 Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be covered via Bombay without transshipment, arriving one week later than by the ordinary direct route via Colombo.
 Tea will be sent either via Bombay or Colombo, according to arrangement.
 For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.
 Shippers and consignees are requested to note the terms and conditions of the Company's Black Bills of Lading.
 This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,
 Superintendent.
P. & O. S. N. Co.'s Office,
 Hongkong and May 1891.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
 THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT: YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship
"CITY OF RIO DE JANEIRO"
 will be despatched for SAN FRANCISCO, via YOKOHAMA on TUESDAY, the 10th May, at 1 P.M., taking Passengers and Freight for the United States, and Hongkong.
 Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—